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Place:

[Washington, D.C.]

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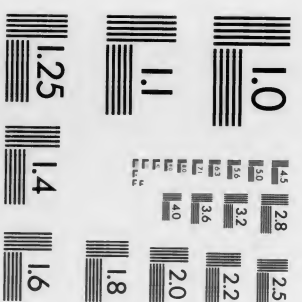
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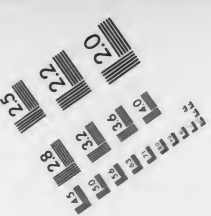
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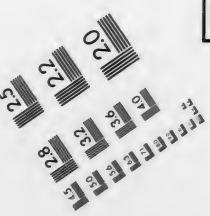
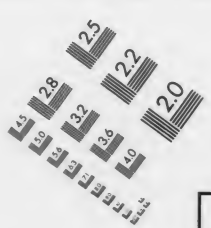
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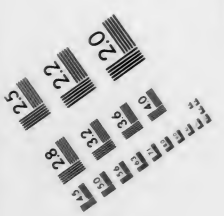
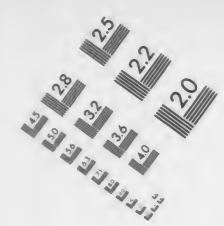


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Adams on Eight-Hour Law

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REVISED.
Part 1.

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 Chicago, Burlington & Quincy railroad company.
 Chicago Great western railroad company.
 Bill of complaint and amendment.
 Chicago, Rock Island and Pacific railway company.
 Cincinnati, New Orleans & Texas Pacific railway.
 Erie railroad company.
 Great Northern railway company.
 Illinois central railroad company.
 Kansas City southern railway company.
 Kansas City terminal railway company.
 Lehigh Valley railroad company.
 Long Island railroad company.
 Louisville & Nashville railroad company.
 Minneapolis & St. Louis railroad company.
 Missouri, Oklahoma & Gulf railway company.
 SEE also U.S. Supreme court, page 2 of this list.
 Missouri Pacific railway company.
 New York central railroad company.
 New York, New Haven & Hartford railroad company.
 New York, Ontario & western railway company.
 Northern Pacific railway company.
 Oregon short line railroad company.
 Pennsylvania company.
 Northern district of Illinois; western district of Penna.;
 district of Indiana; northern district of Ohio; eastern dis-
 trict of Pennsylvania.
 Philadelphia & Reading railway company.
 Pittsburgh, Cincinnati, Chicago & St. Louis railway.
 Southern district of Ohio, eastern division; northern district
 of Illinois, eastern division; western district of Pennsylvania;
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(The Observer, v.2:126-28; Nov. 1916)

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The eight-hour law.

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Will fight to end, say roads. Brotherhoods looking to Mr. Wilson, they declare.

(Wall street journal, Nov. 16, 1916, p. 3, col. 1.)

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(Journal of commerce, Nov. 17, 1916, p. 6)

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(Railway age gazette, v.61:887; Nov. 17, 1916)

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(Railway age gazette, v.61:878; Nov. 17, 1916)

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(Journal of commerce, Nov. 17, 1916, p.1, col. 5)

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(Economic world, v.98:657; Nov. 18, 1916)

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(Annalist, v.8:643; Nov. 20, 1916)

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(Journal of commerce, Nov. 22, 1916, p. 8)

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With text of Judge Hock's decree.

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(New York Times, Nov. 23, 1916, p. 12)

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(Journal of commerce, Nov. 24, 1916, p.1, col. 1)

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(Chicago Daily tribune, Nov. 24, 1916, p.3, col. 2.)

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The Eight-hour law controversy.

(Railway age gazette, v.61:938; Nov. 24, 1916)

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(Commercial & financial chronicle, v.103:1937-38; Nov. 25, 1916)

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(New York Times, Nov. 25, 1916, p.4, col.1)

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(Economic world, v.98: 679-80; Nov. 25, 1916)

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(New York Tribune magazine, Nov. 26, 1916)

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(New York Times, Nov. 29, 1916, p. 10)

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The railway labor situation.

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(Review [Nat'l founders' assn], v.13:572-73; Dec. 1916)

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(Literary digest, v. 53:1447-49; Dec.2,1916)

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(Independent, v.88:386; Dec. 4, 1916)

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(Independent, v.88:381; Dec. 4, 1916)

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(Commercial & financial chronicle, v.103:2121-22; Dec. 9, 1916)

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(Railway gazette, v.25:648-49; Dec.15,1916)

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Railways and men urged to join hands. Ivy Lee sees confusion

whether eight-hour law is upheld or declared void.

(New York Times, Dec. 11, 1916, p. 16.)

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Says Congress will not repeal eight-hour law. Adamson hopes railroads
and brotherhoods can make peace without that.

(New York Times, Dec. 18, 1916, p. 1, col. 1. p. 4, col. 3)

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(New York Times, Dec. 20, 1916, p. 8)

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(New York Times, Dec. 22, 1916, p. 6, col. 5.)

The Railroad situation.

(Independent, v.89; 521; Dec. 25, 1915)
Dissatisfaction of both sides with Adamson law.

Eight-hour law goes back to employes. Question referred to members by brotherhood chiefs.
(Journal of commerce, Dec. 30, 1916, p.1, col.2)

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(Commercial & financial chronicle, v.103:2392; Dec. 30, 1916.)

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(Annals of the American academy of political and social science, v.69, no. 158, Jan. 1917)

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Also in Washington Star, Jan. 3, 1917, p. 9

Issues in the Adamson law.

(New Republic, v.9:257-58; Jan. 6, 1917)

Journal of commerce [Editorial]

Fixing wages by law.

(Journal of commerce, Jan. 12, 1917, p. 8)

O'Brien, Morgan J.

President's address. Brooklyn, Jan. 12, 1917,

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Would not arbitration have been better?

(Railway age gazette, v.62:43; Jan. 12, 1917)

Traffic world [Editorial]

The Adamson wage law.

(Traffic world, v.19, 61-62; Jan. 13, 1917)

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Eight-hour legislation and arbitration.

(Congressional record, v.54:975-76; Jan. 18, 1917, daily edition)

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(New Republic, v.9:342-43; Jan. 27, 1917)

Smoot, Walter S.

The eight-hour law.

(Railway carmen's journal, v.22; Feb. 1917, p. 92-96)

Wanhope, Joshua.

The burden of the Prophet Samuel.

(Railroad trainmen, v.34:92-95; Feb. 1917)

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Roads and unions declare a truce. Brotherhoods and employers agree to
submerge difficulties during crisis. No chance of strike now.

(New York Times, February 4, 1917)

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Van Hise, Charles R.

How to secure rights of all in settlement of controversies between
railroad companies and their employees.
(Chicago commerce, v.12:March 2, 1917, p. 14-18)

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(Railway conductor, v.34:168-69; March 1917)

Protest of President Gompers against Adamson law decision.
(Commercial & financial chronicle, v.104:1102-03; Mar. 4, 1917)

Peschaud, Marcel.

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(Revue politique et parlementaire, 24th year:360-379; March 10, 1917)

[Statements by Elisha Lee and the brotherhood chiefs on the eight-hour
controversy]
(Chicago daily tribune, Mar. 16, 1917, p. 1)

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The railroad strike.
(Traffic world, v.19, 541; Mar. 17, 1917)

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An unfulfilled promise.
(Annalist, v.9:395; March 19, 1917)

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(Railway age gazette v.62:629-30; Mar. 23, 1917)

Both sides of the railroad quarrel.
(Literary digest, v.54:805; Mar. 24, 1917)

Traffic world [Editorial]

The strike settlement.
(Traffic world, v.19:597-98; Mar. 24, 1917)

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Begin eliminating excessive hours in train service.
(Railway age gazette, v.62:684; March 30, 1917)

Electric railway journal [Editorial]

The Adamson law and electrification.
(Electric railway journal, v.49:580-81; Mar. 31, 1917.)

The Adamson law.

(Milwaukee railway system employes' magazine, v.5:Apr.1917,p.5)

The Adamson law and the public point of view.
(Railroad trainman, v.34:227-29; Apr.1917)

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The Eight-hour day settlement. Settlement award by the committee of the Council of National defense.
(Railway conductor, v.34:285-89; Apr. 1917)

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(Railroad trainman, v.34:243-246; Apr. 1917)
The Adamson law of 1916 and the Newlands Act of 1913.

R.R. workers win eight hours.

(American federationist, v.24:282; Apr. 1917)

The Shorter work-day established.

(Railroad trainman, v.34:279-81; Apr. 1917)

Adamson law held unconstitutional.

(Traffic news, v.6:Apr.1,1917, p.8-9)

Brotherhoods win fight for eight-hour work day - Economic power brings victory.

(Brotherhood of locomotive firemen and enginemen's magazine, v. 62: Apr. 1, 1917, p. 3-5)

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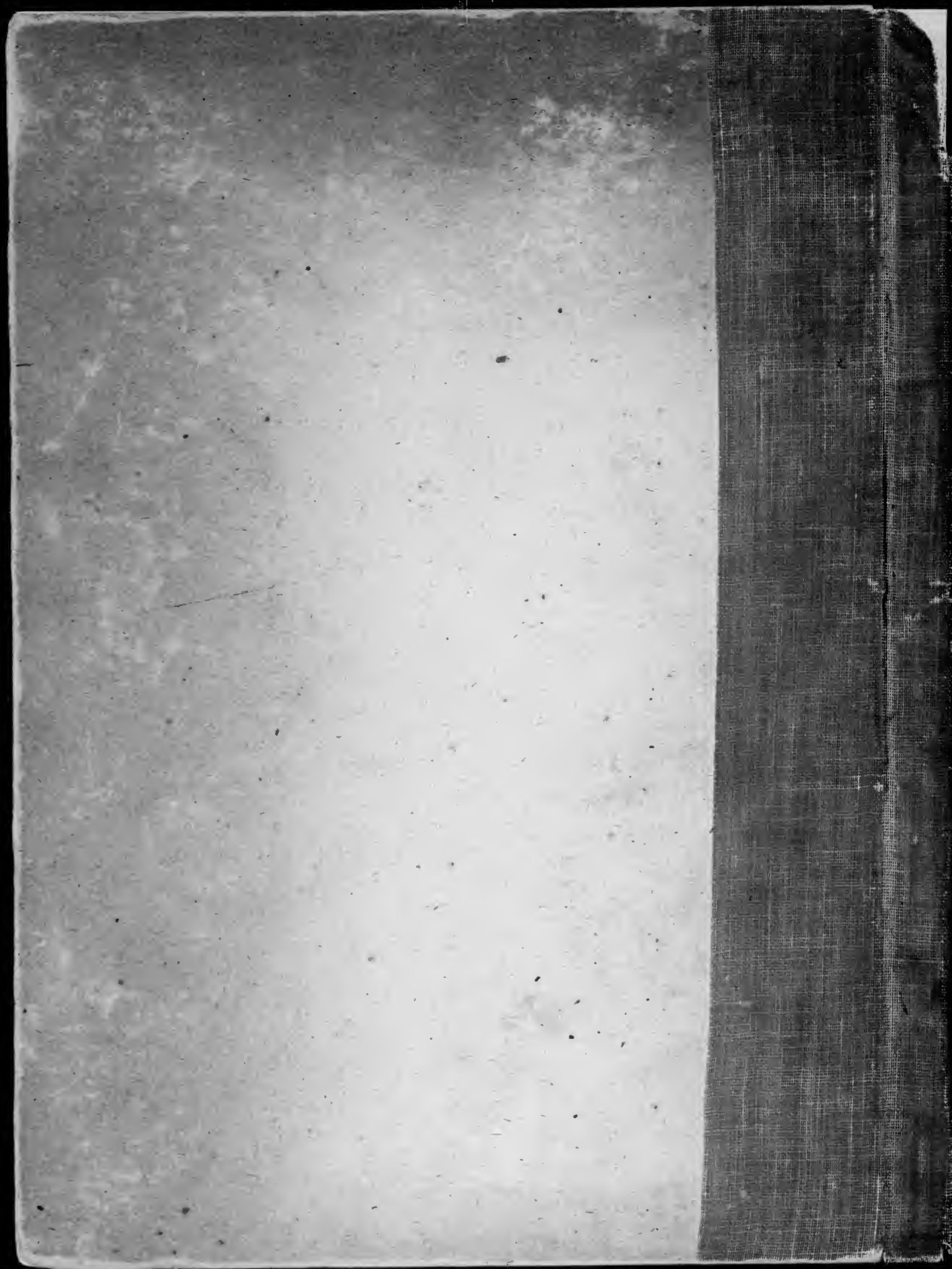
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